Bypass construction is in full swing

Project Background

ODOT has been working for many years with local communities to plan the Newberg-Dundee Bypass, an expressway that will significantly reduce traffic congestion on OR 99W and improve livability and overall traffic flow in the surrounding communities. The full bypass will be an 11-mile, four-lane highway around the cities of Newberg and Dundee. While the entire bypass has been approved, funding is only available for the first part of the project (approximately 4 miles). Construction of this first phase is projected to cost $262 million, with funds coming from the Oregon Legislature’s Jobs and Transportation Act, the federal government and contributions by Yamhill County, the cities of Newberg, Dundee and McMinnville, and the Confederated Tribes of the Grand Ronde.

Benefits of the Bypass

- **Reduced congestion** – Traffic will decrease by about 20% in downtown Newberg and about 40% in downtown Dundee.
- **Reduced freight traffic** – Large truck traffic on OR 99W will decrease by 45% in Newberg and 68% in Dundee.
- **Increased safety** – Traffic conditions will improve, particularly along the OR 99W corridor where through-traffic shares the road with local traffic.
- **Reduced travel time** – Travel time during peak periods on OR 99W through Newberg and Dundee will be reduced by 50–60%.
- **Job creation** – Hundreds of living-wage construction jobs will be created during construction.

Construction By Contract Area

Phase 1 of the Bypass is being built under several contracts, which allows the project be be finished within a shorter timeframe. Wildish Standard Paving of Eugene, Oregon, is building the Newberg portion of the Bypass (OR 219 to Chehalem Creek). Hamilton Construction of Springfield is building the west end of the Bypass near Dundee (OR 99W to Chehalem Creek). Improvements on Springbrook Road in Newberg are also planned but not yet under contract.

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www.NewbergDundee.org
Phase 1 of the Newberg-Dundee Bypass

The Newberg-Dundee Bypass is under construction and expected to open in 2017. The new four-mile roadway will consist of two lanes, one travel lane in each direction, from OR 219 in Newberg to OR 99W south of Dundee.

What to expect during construction
Neighbors nearest the new road alignment will notice truck traffic moving materials and equipment to and from the construction area and will hear construction activities. Those near new bridge structures will hear noise from driving piles, or structural supports, into the ground. ODOT inspectors will be on site at all times to ensure the quality of work and safety at and around work sites.

Building bridges
Phase 1 of the Bypass includes ten bridge structures where the bypass crosses over creeks, wetlands, railroads, or travels over or under other local roads. Construction of bridges involves driving piles, or structural supports, into the ground, and then laying beams to support the roadway. This work will create noise, however it will not be continuous. All pile driving work will be done during weekdays. The diagram to the right shows the process of constructing an elevated bridge.

Stay up to date
More detail on construction activities will be posted on the project website, www.NewbergDundee.org. Sign up for the email notification list to be kept up to date.

Connection points to the new bypass will be at two new signalized intersections at OR 219 in Newberg and on OR 99W just south of Dundee. The first phase of the roadway will be two lanes (one in each direction) with some additional turning lanes and widening of the roads at either end of the bypass. The full bypass is planned to be four lanes, two in each direction. The first phase of roadway (two lanes) will be aligned to the north side of the final bypass.

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